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world they have almost monopolized river traffic.[1] Let me say a few words about the river trade which Kede canoes have carried for centuries up and down the River Niger: comparatively few of the trade goods are destined for inland trade; the majority come from and go to places outside Nupe country. The Kede ship south: gowns (of Hausa and Nupe make), horses from Hausa, potash from Lake Chad, Nupe-made mats and straw hats, fish and rice from the Niger; and north: kola nuts from the markets in Southern Nigeria, European salt, and palm oil.

In this river traffic the Kede canoeman assumes two different roles: he is either a contractor who hires his canoe and crew (consisting of himself and his family members) out to a trader for a specific journey or he is both trader and contractor in one, carrying his own goods on his own craft. A variety of the first kind of occupation is the extensive ferry service which the Kede have established in certain places: here the Kede canoemen carry people, goods, and animals across the river for a small payment.[2]

The work of the Kede canoemen, though lucrative and admitting of big profits, is strenuous, exacting, and not infrequently dangerous. They must be prepared to go on long expeditions, which still to-day may be expeditions into the unknown.[3] These river voyages mean long absence from home, often of many months, not only because of the distance of their destination, but also because of the many stops and long waits which they involve: thus the canoemen may have to wait in a certain place till the river becomes navigable again; or till they have filled their canoes with

[1] The division between fishermen and canoemen among the Kede is rarely rigid—members of a fisherman family may take to canoe-work or canoemen spend their leisure time fishing; we will ignore this division in the following and concern ourselves only with the canoemen, who are of most interest to us. Originally the Kede also used to build their own canoes. The deforestation of the river banks forced these craftsmen to move south, where to-day they form a small colony of Kede canoe-builders near Onitsha.

[2] The 'very lucrative' ferry service at certain riverports is mentioned in Laird and Oldfield, *Narrative of an Expedition into the Interior of Africa* (1837), ii, p. 316. The most important ferry service of this kind to-day is at Jebba Island, where the Kede compete with the railway bridge, offering a cheaper service to the people who want to save the bridge toll.

[3] The journey from Kede country to Onitsha and back—one of their regular tours—takes two to three months. In 1936 I saw ten Kede canoes being loaded in Jebba with petrol for the French Air Service in Fort Nyameh. The river journey up the Niger was new to the canoemen, and was expected to take three months.